# Minutes of Meeting



Job Number: A086193-5
Title: Chelsea Barracks
Name Of Meeting: MAP1 Meeting

Meeting Held At: Palestra 3<sup>rd</sup> Flr Breakout Area
Date And Time: 14:00-15:00 13<sup>th</sup> November 2015

Minutes Taken By:

Attendees: Joe Birdseye (JB) – TfL

– WYG – WYG

Apologies: Adam Greenland (AG) – TfL

Distribution: As Above

Date Of Issue: 17<sup>th</sup> November 2015

# Priya Floyd (PF) - TfL

WYG

– WYG

#### Introduction

The meeting was organised to discuss and agree the VISSIM and LinSig modelling parameters for the Chelsea Barracks study. The meeting is the first stage of the TfL MAP process, which the entire modelling process will be carried out in accordance with.

Subject Action

#### **Roles and Responsibilities**

JB outlined that he will be responsible for the overall running of the MAP process for the Chelsea Barracks study. AG will be carrying out the VMAP and LMAP audits of the models and will be the first point of contact for WYG in case of any queries/issues. AG will undertake all MAP responsibilities, with JB overseeing and providing assurance.

EE specified that she will be the DE for the VISSIM element with NM being the DE for the LinSig element of the modelling. CL will take on the role of the CE for both modelling streams.

## **Scheme and Network Scope**

The modelling study explores the feasibility of introducing a pedestrian phase at the signalised Royal Hospital Rd/Chelsea Bridge Rd jnc and considers the extent of traffic impacts this would result in, particularly in terms of rat-running north of Royal Hospital Rd and queuing on all approaches. EE summarised the background of the study, outlining the planning background including discussions with RBKC, WCC and TfL held to date. EE also presented a drawing showing the proposed extent of the modeled area.

JB queried whether Grosvenor Rd/Chelsea Bridge Rd jnc, Ebury Bridge Rd/Pimlico Rd jnc and the top of Sloane Sq should be modeled since the proposed scheme might cause queuing there. CL clarified that these junctions are peripheral to the study and agreed that should modelling results show queuing reaching the edges of the modeled network (Ebury Bridge Rd/Chelsea Bridge Rd jnc, Pimlico Rd/St Barnabas Str jnc and Sloane Sq/Lower Sloane Str jnc), this will be considered as indicative that the scheme does not work.

EE confirmed that the current proposal for FY modelling is to carry out a single test of optimised signal timings at the Royal Hospital Road junction with no diagonal crossing alignment and with an approximate 'best guess' proportion of traffic diverting onto rat-run routes north of RHR. JB stated that to see the total impact of the proposal with no assumptions of the diversions that concern K&C, TfL would prefer a non-diversion model with traffic queuing on the main roads

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EE

JB

#### **Modelling Requirements**

EE specified that the VISSIM model is to include 'light vehicles', grouping cars, taxis and LGVs. PF confirmed this is fine for taxis. JB stated that bicycles, motorcycles and cycling infrastructure may **JB/AG** be excluded. JB/AG to confirm whether LGVs should be modeled separately from 'light vehicles'.

JB stated that a 1-hour model of the AM and the PM peaks will be adequate for a worst-case assessment, with 30-minute warm-up / cool-down periods, to allow traffic build-up in each peak. JB also requested that a data check is carried for the interpeak period to check traffic volumes. EE to provide confirmation of peak hours following receipt of survey data (w/b 16<sup>th</sup> November). Should analysis of survey data reveal a feature in the interpeak period that needs to be separately represented then that will inform the need for an interpeak model. EE to provide JB/AG with a copy of the survey data so TfL can audit the peak hours and the interpeak situation.

JB advised that signal data from 13<sup>th</sup> of October (the date surveys were carried out) will not be available. However, signal data will be provided for an alternative date instead (ASTRID/SCOOT). TfL to provide demand dependency data and stage splits for all the junctions and peds from the date of survey, but not site to site offsets for the Region. Once peaks are confirmed, TfL can get the data.

JB confirmed that for consistency with LinSig, the signals programmed in VISSIM should be set up as fixed rather than variable.

PF stated that bus operation at bus stops are not directly affected by the scheme so DE can decide how to model them. JB stated that a check for bus priority infrastructure is needed within the study area. EE claimed that no bus priority was identified during the site visit. JB to confirm.

JB requested that buses and bus stops should be modeled in accordance with VMAP and Modelling Guidelines. The road layout, bus lanes etc will be audited as part of VMAP.

JB requested that bus journey times are included in VISSIM model validation. JB to provide iBus data. EE to send JB a request form in the correct format.

PF stated that for Chelsea Barracks trip rates should be included in the FY modelling. CL confirmed that the primary FY scenario will only include the pedestrian phase at the Royal Hospital Rd/Lower Sloane Str junc. Should this test be successful, a second FY scenario will be produced, including trips out of the development as well as the new pedestrian signal phase.

To be discussed at the stage of scheme testing/proposed scenarios, however for now JB agrees with the principal of modelling on base flows at first. Following that WYG ought to consider modeling any FY flow changes to match what was modelled for the Chelsea Barracks scheme, rather than just the additional flows from Chelsea Barracks itself.

JB requested that validation will include turning movements, saturation flows, journey times, bus journey times (VISSIM only) and queues (LinSig only). JB advised that WYG should follow the Modelling Guidelines for Calibration and Validation. DoS is the key LINSIG validation criterion.

# **Software Versions**

JB advised that VISSIM version 5.4 and LinSig version 3.2 should be fine. AG to confirm.

AG

EE requested that model templates are sent by TfL for both VISSIM and LinSig.

AG/JB

## **Purpose Statement**

EE stated that a purpose statement will be prepared following the MAP1 meeting, in accordance with the TfL MAP guidance. JB advised that the minutes of the meeting will be sufficient as a purpose statement. EE to circulate meeting minutes w/b 16<sup>th</sup> November.

EE

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# Timescales/AOB

EE advised that the first submission of the skeleton model (VMAP 2a) can take place soon. JB advised that it will take up to four weeks to audit each submission and requested that TfL are notified in advance of a submission as this will speed the process up. EE to notify JB/AG of the expected date of VMAP 2a submission. JB requested that a technical note is submitted as part of each MAP submission.

JB agreed that no date for the next meeting needs to be set, with subsequent discussions and meetings arranged ad hoc as and when required. AG will remain the first point of contact for technical queries for both LMAP and VMAP. JB to be copied into all correspondence.

ΕE

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